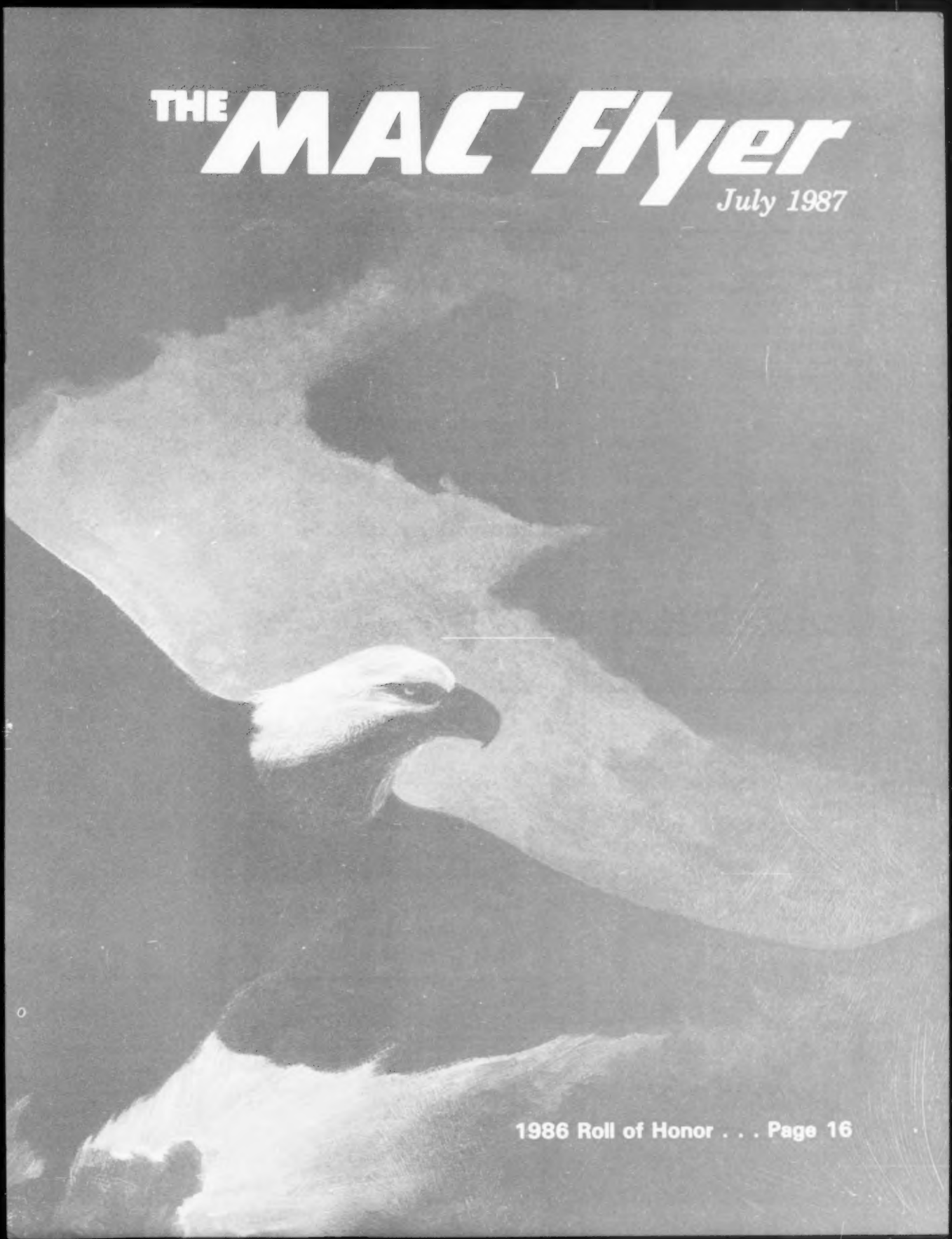
THE MAC Flyer

July 1987



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THE MAC Flyer

For Greater Safety in MAC Air Operations

July 1987 | MACRP 127-5 | VOL XXXIV NO. 7

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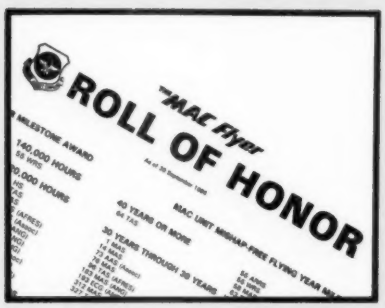

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The MAC Flyer is published by the Director of Safety, Military Airlift Command. The contents are informative and not regulatory or directive. Names of people and places in mishap stories are representative and not necessarily of the aircraft or equipment involved. Information in any article may not be construed as incriminating under Article 31, UCMJ.

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THE WINNERS

1987 MAC FLIGHT SAFETY WRITING CONTEST

First Place

"Sometimes I Wonder . . ."

By Capt. Daniel G. Halpern

92 AREFS

Fairchild AFB, Washington

Second Place

"The 'Creeper' is with You"

By Capt. Keith A. Michel

1550 TCHTS

Kirtland AFB, New Mexico

Third Place

"Press On"

By TSgt. Bruce F. Hanke

163 TFG (ANG)

March AFB, California

Honorable Mention Winners

"Birdbrain"

By Capt. Leonard M. Cohen

Det 8, 37 ARRS

Vandenberg AFB, California

"The Chain"

By Capt. Lionel D. Alford, Jr.

Det 1, 1401 MAS

Offutt AFB, Nebraska

"The Results of Ignoring Bird Condition Red"

By 1st. Lt. Robert T. McSpadden

Det 4, 1401 MAS

Peterson AFB, California

"Post-Mission Critique"

By Capt. Thomas A. Farrier

HQ AFSC/IGFF

Andrews AFB, Maryland

"The 30/70 Rule"

By Capt. John F. Farrell

21 TAS

Clark AB, Republic of the Philippines

"Hey, Bubba!"

By Maj. Thomas W. Houle

312 MAS (Assoc)

Travis AFB, California

"The Big Mission"

By Capt. John H. Fitzgerald

1550 CCTW

Kirtland AFB, New Mexico

"There'll Be Plenty of Time... Later"

By 1st. Lt. Edward B. Westermann

48 ARRS

Homestead AFB, Florida

"What I Didn't Highlight"

By Capt. Mark E. Cioffi

1 HS

Andrews AFB, Maryland

Special Category Winners

"Friendly Criticism"

By Mr. Louis A. Driggers

Mercer Island, Washington

"Galileo's Messenger"

By Mr. James B. Zazas

Carthage, North Carolina

"Infinity"

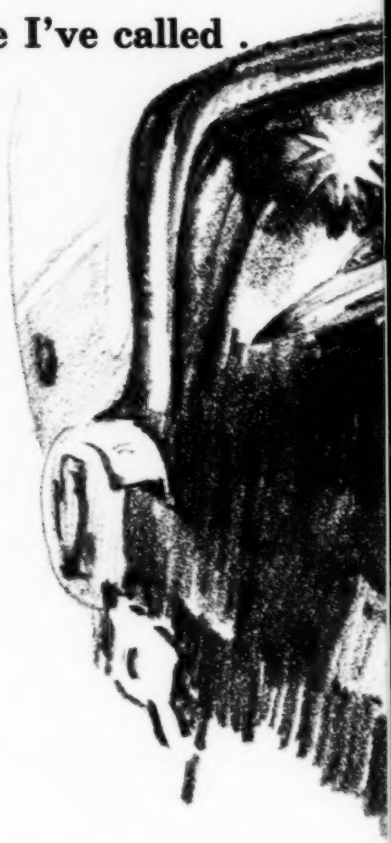
By Maj. Grover C. Tate, Jr, USAF (Ret)

Joshua, Texas

SOMETIMES I

"Sir, this is the third time I've called . . .

By Capt. Daniel G. Halpern
92 AREFS, Fairchild AFB, Washington



0337. An uneasy peace transcends the morning darkness. Outside, the stars hang motionless in the sky. Inside, the cockpit is bathed in soft light as I briefly check the instruments. All systems are operating normally and the navigation equipment all seem to crosscheck. The radios are strangely silent. Everything appears to be under control. Under control. That's funny. The accident files are filled with reports of aircraft, under control, flying into the ground. It seems so tragic and senseless. There have been many accidents safety investigators could never fully explain. Some occurred in clear weather with no indication of aircraft malfunction. In accidents such as these, the safety boards, out of necessity I suppose, generally blame the pilot. How can that truly be? The pilots were probably well trained, professional aviators, some with thousands of flight hours. What happened? Were they momentarily distracted by something? Were they aware at all something was wrong just before the airplane crashed? Exactly what was going on in the cockpit just prior to the accident? Sometimes I wonder. Sometimes I wonder. Sometimes . . .

I wonder what Sally is doing tonight. Here it is New Year's Eve, and I'm stuck on this cursed airplane again. I had the same trip over Christmas. It doesn't seem fair. I can't blame her for being upset. Last year I was gone during our anniversary and her birthday. It seems like I was away for the kids' birth . . . Huh? What? **"Calling 981, say again."**

"Roger, 981. Sir, this is the third time I've called. How do you read this transmitter?"

"981 reads you loud and clear. Go ahead."

"981, descend and maintain Flight Level 230. Intercept the 225 degree radial inbound. Report PEACE intersection."

"Roger, 981 is out of 310 for 230; 225 radial inbound. Will call PEACE."

"Okay, crew. Descent checklist."

"Anti-icing equipment—On and high."

"Hydraulic—Quantity and pressure checked."

"Cabin Pressurization—Field PA plus 500."

"Navaids—VOR set 115.7. 225 radial inbound. Set 025 course.

"The intercept looks good, CDI starting to come across . . . .

Oh yeah, Sally. Maybe she found a sitter for the kids and went to the party at Mike and Linda's. Of course, she might have decided just to spend a quiet evening at home. She probably put the kids to bed early and is just watching some TV. I'll have to make this up to her. I'll have to . . . .

"981. Sir, I've been calling you again. Are you established on the 225 radial now? High terrain in your area with peaks exceeding twenty-one thousand feet."

First Place, 1987 MAC Flight Safety Writing Contest

WONDER . . . .

"Uh, Roger, uh . . . we're turning on course now. Level 230."

"981, descend and maintain one eight thousand. Altimeter 29.89. Expect radar contact in one zero miles."

"Roger, 981 is out of twenty-three for eighteen."

We're still in the soup, but the terminal forecast was good. No sweat. I've made this approach dozens of time. Now let's see. The autopilot is disengaged, leaving 230. The CDI is centered, uh, 225 radial inbound, that's course, uh, course . . . 045—045? The CSW is showing 025. Oh no. Pull up! Pull up! Left turn immedia . . .

The radios are still silent. Another cursory scan across the cockpit reveals nothing unusual. The engine instruments are good. The CDI is centered. Perhaps I'll just turn the light rheostats down another notch or two. Outside, the shroud of darkness is beginning to recede. The stars are less perceptible now and the sun will soon peer over the horizon. It certainly gets light early up here. It should be a beautiful day, though. Yes sir, it should be . . . .

A beautiful day. This is going to be a great year. Just before the Christmas break, Maj. Range said there might be an opening in Check Section soon. Of course, there'll be plenty of competition for that slot, especially from Ed. Heck, I've had more additional duties than he has. Anyway, Ed was thinking about a change. If he takes that position in Academics, I might be the first choice for Check Section. That will mean that—What?

"Calling Number One, say again."

"Roger, I repeat, Center advises they are unable to accept you into the areas at this time. You can hold or I can take you into the pattern until the areas are clear. Your option."

Well, let's see. We really hadn't planned on heavyweight patterns. Didn't brief it up. I guess we should just sit and . . . oh, Stanley here is a pretty good stick. We'll go for it.

"Number One is ready for takeoff . . . ."

Just a little over-rotation there. He must be a bit rusty from the two-week break. This is a pretty aggressive closed pull-up, too. Hey, be careful, fella, we're still heavy. There, that's it. Now Stan is flying the downwind track a little tighter than normal. Hmmm, it seems that the wind is stronger up here than I expected. Maybe I should say some . . . No . . . Stan can handle it. He's definitely fighter material. And speaking of fighter material, if I can get that slot in Check Section I'll be sitting pretty when my assignment board meets. They'll see. I'll be "G-ing" my Falcon before they can say Thunderbird. I wouldn't mind an Eagle either. That perch point looks good now. Come on guy, a little more back pressure. Pull it around. That's it. Who knows, from Check I might even end up in

Stan Eval. Then, wouldn't everyone be impressed! Let's see now. Overshooting final. The airspeed is a little high. Gear, flaps—GEAR—I could have sworn it was down.

"Go around, use burner. Too much back pressure. I've got it. I'VE GOT IT!"

It doesn't feel right, all that buffeting. Oh no. "BAIL OUT, BAIL OUT, BAIL . . . ."

That's funny. There's a little fire down there on the ground. It must be burn off from an oil refinery or maybe a small grass fire. I hadn't noticed it before. It was just there, suddenly. I suppose I shouldn't have stayed out so late last night. It's hard to keep my mind on what I'm doing when I'm so tired. I've never enjoyed these "red-eye" flights. They make for extremely long days, and this has definitely been a long day. An extremely long day.

"Come on guys, let's move it. If we're not out of here by 2300, the field will close for noise abatement and we'll have to RON. That will be tough to explain."

I know the crew is exhausted. We've been at it for hours. Besides, there's no way I could tell the Ops Officer we couldn't hack it. He's pulled a few strings to get me that assignment and I can't have him think I'm not his number one man. I'm depending on him to. . .

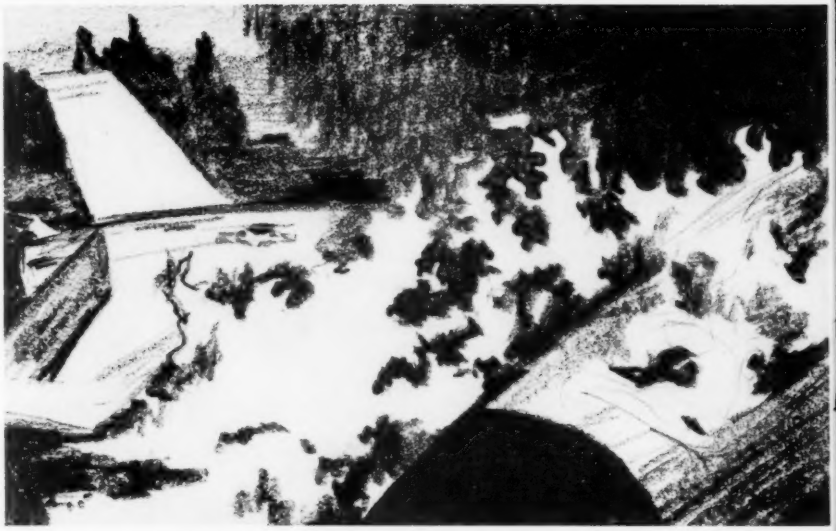
"Calling Hulk 73, say again."

"Hulk 73, taxi at your discretion to Runway 8. Winds 100 at 5. Temperature 95. Pressure altitude 5352. Altimeter 29.85, and sir, be advised that the field closes at 2300 local. Time now 2251."

"Roger, Hulk 73 copies all, altimeter 29.85."

It sure is warm here, even now. The days must be unbearable. I sure am glad I don't live here. The mountains are kind of pretty, though.

"What's that, co? Yeah, right, taxi checklist, crew. Might as well knock out the Before Takeoff Checklist, too. That will save a little time."



Only four minutes to go. Only four months to go until my PCS. If only my orders would come in. What could the hold-up be? He did say that I had the job. No more TDYs. No more crew. It sure will be a nice break from this . . .

"Roger, crew, understand the checklist is complete? Gosh, look at the time. Co, call tower now. Let's go."

"Tower, Hulk 73 is Number One for an immediate."

"Hulk 73, hold short, awaiting IFR release."

Aw, geez.

"Hulk 73, fly runway heading, climb and maintain niner thousand. Winds calm. Cleared for takeoff. Change to departure."

"Departure, Hulk 73, airborne, passing 5.8 for niner."

"Hulk 73, Departure, radar contact, climb and maintain one two thousand. Best rate through niner, please."

Gee, the takeoff roll was a little longer than I expected. The old beast seems to be just plodding along. Not to worry. We'll just inch up the throttles a bit. Oops, watch the overboost. Well, maybe there's just an administrative delay on my orders. I'm sure when I get back from this TDY they'll be in. At least, I hope that . . . .

"Calling Hulk 73, say again."

"Hulk 73, Departure, say altitude leaving."

"Hulk 73 is passing 7.1."

"Okay sir, you've got rapidly rising terrain 12 to 1 o'clock, three miles. Right turn heading 190 now."

"Roger, Hulk 73, right 190."

The terrain does seem to be coming up fast.

"Uh, Co, climb gradient and obstacle clearance all checked good, right? What do you mean you didn't pull out the book and check? How could you just assume? What were you thinking of anyway?" Oh no. Military—no, full throttle.

"Hulk 73, turn right immediately."

Come on, hard right.

"Guys, she's just not climbing. Terrain's coming fast. We're not going to make it. Co, what were you . . . ."

Thinking about getting home soon. Maybe I should get some updated destination weather. First, however, I'll make another quick check of the gauges. Nothing unusual. It's still awfully quiet on the radios. Oh well, just a little longer and we'll be down. Just . . .

A little longer and I'll be heading south on leave. I've been stuck in this frozen wasteland so long I can't remember what green grass looks like. Once I get this baby on the deck, it will be "so long Siberia, hello Florida." Christmas leave? How did I get so lucky? It must have been—uh. . . .

"Calling Carta 04, say again."

"Carta 04, I say again, descend and maintain five thousand. Air base weather is 200 overcast, visibility three-quarters of a mile in blowing snow, RVR four thousand, winds 200 at 25, temperature 25, dewpoint 24, altimeter 30.05, RCR 09 with areas of patchy ice. The ILS and PAR are out of service. Say intentions."

Divert and screw up my leave. No way. Besides, the weather is never as bad as they call it. Let's check those minimums again.

"Approach, Carta 04 will take an ASR full stop."

That will work out beautifully. We can log a cell departure, air refueling, low level, celestial nav leg, and a nonprecision approach. Every square will be filled for the end of the quarter. I'm brilliant, and I can hardly wait to get to the beach. After bagging some rays, I'll get in a few rounds of golf, maybe some tennis, or racket—uh . . .

"Approach, say again."

"Carta 04 turn left heading 195, descend and maintain three thousand. Stand by for final controller."

"Roger, Carta 04 is leaving 5 for 3. Left 195. Crew, Before Landing Checklist."

"Gear—Down and checked."

"Flaps—Set."

"Approach review—Nav aids set, MDA 1620, rate of descent 1000 ft per minute. Standard lighting with strobes and VASI."

"Fuel Panel—Set."

"Lights—On."

"Carta 04, this is your final controller. Prepare to descend in one mile. Wheels should be down."

"Carta 04, gear down."

"Carta 04, begin descent."

Okay. Everything looks good. I've got to get down to the MDA fast so I can land this puppy. I sure wish the vis was better. No problem. I've made this approach a hundred times, in all kinds of weather.

"What's that, Nav? Naw, the descent rate is fine. We've got to get down to 1620 quickly."

That warm sunshine and those ocean breezes are calling me. Hopefully I'll be able to make the state line by midnight. Heck, with a little coffee and some No-Doze I'll just drive all night and be on the beach by this time tomorrow.

"What's that, Co? Excessive descent rate?" Well, we do need to get down. Gee, I wasn't paying much attention to the VVI or the altimeter. Uh, looks like we've dipped a little below the MDA. The sink rate is a little high. Still in the weather. "Crew, let's just pull up and . . . ."

And perhaps I should take another look at that approach procedure again. After all, I consider myself a professional pilot. I follow all the rules. I adhere to all the regulations and directives . . . and, perhaps there's more. Perhaps there's a self-discipline that requires one's utmost, undivided attention at all times when flying. It's very possible problems can develop when pilots allow their thoughts to drift, even if only momentarily. These problems can quickly itensify to the point that recovery is impossible. Perhaps flying demands no less than 100 percent attention at all times, from all crewmembers. There is a saying: "Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

****

For 981, Number One, Hulk 73, and Carta 04, some degree of carelessness, incapacity, or neglect apparently found its way into the cockpit, drastically altering the outcome of those missions. Unfortunately, these accidents are only a sample. There have been many, many others. From my point of view, I am confused by the circumstances surrounding accidents such as these. How can they be explained? Aircraft under control flying into terrain. I can only imagine what was happening in each of the cockpits in the last moments prior to the crash. The truth is forever sealed. I can only wonder and, if doing so makes me a safer pilot, then the time spent pondering such accidents has been worthwhile.

The aircraft flew, under control, into the ground. The accident report lists the cause as "pilot error." I think about accidents such as these, and sometimes I wonder. Sometimes I wonder . . . Uh, excuse me, please.

"Calling 50229, say again. . ."

Capt. Daniel G. Halpern, a 1978 USAF Academy Graduate, is currently a KC-135 AC. This stint follows assignments as a B-52 copilot at Wurtsmith AFB, MI., and a T-37 IP with the Euro-Nato Joint Jet Pilot Training Program, at Sheppard AFB, Texas.

REPORTS FROM NASA'S CALLBACKS

I'm from a Small Midwestern College . . .

(Editor's Note—The National Aeronautics and Space Administration has, for some seven years now, operated the Aviation Safety Reporting System (ASRS). This anonymous reporting system relies on inputs from commercial, private, and military crewmembers as a means of "getting the word out" about their misadventures. Some are downright stupid; some are funny; some are absolutely death-defying. But because these people took the time to write down their experiences, we have the opportunity to evaluate them with the cliche "There but for the grace . . . ." We're presenting a few of those we believe relate in some manner to how and what we fly. All references to "editor" in the article are from the editor of *CALLBACK.)*

HAZMAT

An aviation medical examiner wrote to *CALLBACK* with an extraordinary tale related by one of his airline pilot examinees. The pilot recalled the time when his captain, whose hobby was reloading shotgun shells, said, "I got a great deal on gunpowder!" and there sat a 25-pound bag of it in the cockpit. ASRS receives an occasional report of hazardous material being transported in aircraft without appropriate handling or packaging. Here are a few cases from the ASRS files:

On arrival I was informed there was a box in the cargo compartment (with a regular bag tag on it) which contained a wet-cell battery that had leaked on some bags and the floor of the cargo compartment . . .

. . . flight attendants reported a strong odor of burnt plastic emanating from behind a passenger seat opposite the galley. I immediately shut off the galley power, then went back to investigate. . . . Upon removal of bags at termination of flight, several burned bags were found. The fire apparently started in a canvas pack checked by a passenger which contained an auxiliary fuel system for a light aircraft still wired to a gel battery . . .

JUST ONE MORE, PLEASE

. . . flying an advertising banner for a sponsor, whose representatives were aboard for the ride. Passing the populated area, I went down low over a wooded area. Approaching an expressway, I started a gentle climb. A chase-crewmember called on the radio, asking me to rotate the balloon so he could photograph the banner. Such rotation is done by opening the maneuvering vent, which I did. The balloon was slow to rotate, so I vented harder and longer. The result was a slight rotation and a sudden descent—to approximately 15 ft above the road. A large trailer truck slowed nearly to a stop to avoid a collision. I blasted vigorously to stop the descent and climbed away from the highway. The crewman got his picture, but he won't ask for a vent at low altitude again . . . (preferential attention?—ed.)

GOOD GRIEF #29

. . . controller said, "I show you at 3,000." I replied in the affirmative. He then said I was only cleared to 3,600. I told him I thought I was cleared to 3,000 . . . I believe I read back 3,000 to the controller. If this was the case, controllers should place more emphasis on what the pilots thinks he hears.

Utmost sympathy . . . We wish *CALLBACK's* new-fangled word processor would place more importance on what the Editor thinks he means.

HEY, HOW ABOUT A DRAG?

During takeoff roll we were passed on left side by a police car and another car. The cars were proceeding beside runway to the site of an earlier incident of an aircraft off the runway. We had been cleared for takeoff. The vehicles passed us, then we passed them as our speed approached liftoff . . . We did not abort as we thought it would be more dangerous . . .

NOT ENOUGH SQUAT

Final approach check completed. Three green

lights indicated gear down and locked. Upon main wheel touchdown, gear switch was accidently raised instead of flap switch. Not enough weight on squat switch to prevent nose gear from retracting. After-landing checklist should be done only after aircraft is clear of runway and ready to taxi from active runway to the gate. Early morning departure and I may have still been fatigued (not asleep).

MUCH MAY BE SAID ON BOTH SIDES—The Spectator

Crossing restriction missed. These two brief extracts from much more detailed reports illuminate the two views. Captain (1); First Officer (2):

1 . . . Instructed to cross at 16,000 ft or below. We crossed at FL 190. I was getting ATIS and didn't monitor my First Officer.

2 . . . The problem came from not factoring in the tailwind for the descent.

EVERYTHING IS COMING UP ROSES—II

Recently, while checking out on the new aircraft, I discovered a rather surprising fact. The line-check airman was demonstrating the use of the color radar. He was pointing out the test pattern and the magenta wedge indicating test of the turbulence mode. I observed no magenta area; it all looked red to me. At the time I was wearing a pair of sunglasses which are advertised to filter out a large portion of the blue spectrum. When blue is filtered from magenta, you get red. Many brands of sunglasses now being sold contain a blue filter. These should not be worn when using a color radar. Blue light may be bad for the eyes, but thunderstorms are bad for the entire body!

THE BOTTOM LINE

Reports to ASRS of routine incidents (routine to us at least) often contain appended comments indicating the reporters have gained some worthwhile insight from an unwanted occurrence. Recent philosophic observations:

. . . I have learned that all these wonderful innovations cannot replace old-fashioned airmanship. (On new-generation advanced cockpits.)

. . . This reminded all three crewmembers to pay more attention to altitude clearances and that even captains make mistakes. (Altitude bust.)

. . . I think it was just so beautiful outside the aircraft that I just didn't pay close enough attention. (To the clearance.)

. . . It pays to think ahead, but in this case we should have been watching the present closer. (Overshot climb.)

. . . I guess the human factor for error is doubled in a two-pilot operation. I never seemed to have this problem in a single pilot company. (Zero pilots = zero errors?)

. . . After 16 years of conditioning, maybe I'm no better than Pavlov's dogs. (Reacting before thinking.)

. . . Being an avid reader of *CALLBACK* and very much engaged in flight safety, I thought I would most likely never have to file an ASRS report; but alas . . . (Misset altimeters. So much for our influence!)

JUST ONE LITTLE LETTER

Cleared as filed at 12,000 ft. We flew V121. On descent, Center asked us to verify our routing. Checking, we were filed for V121N, not V121. Minimum Enroute Altitude for V121 is 13,000 ft, terrain clearance altitude is 12,000 ft. The problem was caused by folding the flight release and covering the "N" part of "V121N."

AND ONE LITTLE DIGIT

Many ASRS reports contain evidence of pilots' subconscious desire to descend to 10,000 ft in order to get on with the task of slowing the aircraft and configuring for further descent. 'Wishful hearing," cited by a first officer as the cause of her altitude deviation, seems very appropriate in many of the 10,000 instead of 11,000 cases.

Enroute at level 11,000 cruise. Captain read back a clearance, including heading and descent, to 10,000 (I thought!). After turning to heading and slowing, I initiated descent to 10,000. Altitude alert sounded at 10,700 ft. Captain didn't say anything but I looked at 11,000 set in alert and said "We've been cleared to 10,000, right?" He didn't immediately respond so I said "verify altitude." When he did, ATC said "maintain one *one* thousand." I immediately climbed to 11,000 ft . . . I still believe we were cleared to one *zero* thousand, but I recognize that "wishful hearing" occurs. Factors: we were in the process of getting updated weather from the Second Officer (deteriorating) and we were getting close enough that I *wanted* lower . . . (Editor's Note: presumably deteriorating weather—not Second Officer.)

THE BUSINESS OF EVERYBODY IS THE BUSINESS OF NOBODY

. . . It was a beautiful clear day. Visibility unlimited. When Center called, all three crewmembers were engaged in some activity other than monitoring flight instruments. The Captain was looking at a newspaper, the First Officer was reading his navigation chart, and the Flight Engineer was working at his desk. The First Officer believes he engaged Altitude Hold, but we can't be sure. The altitude alert system was working normally, but none of us heard its warning or noticed the yellow light. (Too nice a day to be reading the comics.)

GOOD GRIEF #35

I filed a VFR flight plan . . . and was at 3,000 ft between cloud layers. I was just off the coast when the layers of clouds started to merge. Instead of doing a 180° turn, I contacted ATC and filed an instrument flight plan. I am currently an instrument student, 120 hours total time. I received a clearance for a climb to 5,000 ft. From that time on, I was in IMC . . . About 30 miles from destination, center told me to descend and maintain 3,000 ft. I complied and was then handed off to Approach Control. Approach had not known I was IFR and kept telling me to maintain VFR. As I was approaching the NDB, Approach Control handed me over to tower, who then passed me back to Approach. During all this confusion, and with the controllers telling me to maintain VFR, I descended to 2,000 ft. Finally, when I was about 15 miles from my destination, I was vectored in for the approach to the airport . . . I made the descent due to the confusing situation with approach control. If the flight had been handed over from Center to Approach, the flight would have gone without any problem at all. (Reporter may hear about some additional problems. FAR review recommended.)

WARNING—LOW PRESSURE

Taxiing down the ramp with the instructor to practice instrument approaches, I set field elevation on the altimeter, noting pressure of 29.72 at our uncontrolled airport. We listened to ATIS transmitted from a nearby controlled airport reporting 30.71. Once in the air, we called Approach to advise that current ATIS reported 30.71 while we showed 29.72. Approach confirmed altimeter of 29.72 and thanked us for the report. ATIS was immediately corrected. Cross-checking of field elevation with pressure setting and investigation of conflicting information to determine problem proved wise for us.

CARNIVAL

Most reports to ASRS represent variations on common themes— albeit frequently interesting variations. Sometimes, though, we hear of unique—at least to us—occurrences. Like this one:

Descending through FL 230, we observed an object (which appeared white in color) about 2 ft to 3 ft in size pass within 50 ft and directly below our aircraft. Shortly afterwards we passed numerous objects, orange in color, within one mile, on both sides, above and below the aircraft. Objects were of various sizes and shapes, and some were in closer clusters. We were unable to determine for sure what the objects were. We mentioned the occurrence to ATC and they suggested that the objects were some of the 300,000 balloons released at a football game taking place that afternoon. I wonder what effect these objects would have had on our engines or aircraft at that altitude and speed had we hit them?

Courtesy NASA's *CALLBACK*

CARE AND FEEDING OF THE REMOTE LANDING ZONE

"He who relaxes when airplane on ground asks for trouble."

By Capt. John H. Fitzgerald
1550 CCTW, Chief of Safety
Kirtland AFB, New Mexico

The contents of this article are true, to the best of my knowledge. Much of it has come to me in hearsay and so, although fundamentally true, may have been embellished.

For as long as I can remember, I've read articles concerning helicopter remote approach whiteout hazards. Whiteout conditions, winds, turbulence—even how to control rate of descent are discussed time and time again. It's time to discuss what can happen *after* you get into the landing zone. Have you heard about these?

—The H-3 that landed at an LZ in the Philippines? After sitting there, engines running, for over two minutes, a wild boar came out of the tree line, lowered his head and charged. The pilots and FE watched in amazement as the boar bounced off the main landing gear and then trotted off—proud of a job well done!

—The H-53 that landed in Japan? The pilot asked the ground party, six times, to light a smoke generator for wind references. Finally, deciding that no one would light the smoke, the pilot made his approach and landed. Only then did the ill-informed ground party light the smoke. The generator immediately did its job and filled the area with red smoke—including the helicopter cockpit—to the point those inside experienced IMC. Better late than never?

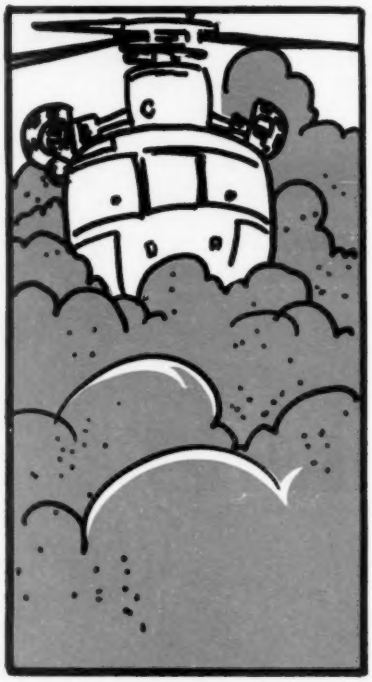
—Or how about the Army H-60 that landed in Korea? A straw hut to the left of the LZ started to come apart. Before anyone could do anything, the hut was in a thousand pieces, flying through the air. As if that wasn't bad enough—we had to pay to have the hut rebuilt.

—This H-3 landed in New Mexico. A small bird took offense to its presence. Unfortunately, the bird did not survive its attack of the rotor system and the pilot had to explain how a bird was able to hit the Jolly Green from behind.

—The H-3 that landed in Alaska? The snow was deep and after considerable debate the crew decided they could manage the approach with minimum whiteout. The approach was successful and even though the helicopter sank in the snow up to its belly, there was no whiteout. The passengers started to get out of the helicopter when the LZ struck back. The first person out sank, up to his head, in snow. Extra cold weather gear caused the man to resemble a turtle stuck on its back before he could be retrieved.

—What about the H-3 that landed in South Carolina and shut down? About five minutes later a small herd of cattle ambled by and became curious. It took everything the crew could do to keep the cows from rubbing and scratching themselves on the side of the airplane.

—The H-1 that landed in the swamps of Alabama? The ground looked firm but the skids sank clear out of sight. It took 20 minutes rocking back and forth at full power before the skids were seen again.



—An H-1 in Washington made an approach to a well-manicured remote site. The ground party took so much pride in the LZ that one person used his underwear as a wind sock. The garment was raised on a pole for the helicopter to see. Unfortunately, it wasn't tied on too well and the helicopter downwash pulled it away from the pole and through the turning rotors.

—An H-3 in Korea landed at a remote range complex and decided to shutdown to let some bad weather pass. While the crew was inside, the wind knocked a small telephone wire down. The wire ended up stretched across the helicopter's tail. No damage done, but the safety officer had to spend the afternoon deciding if a wire strike report was required.

—The H-1 that landed in Japan and shutdown for the night? The next day the crew went out to fly and discovered a new strand of power cables stretched overhead. Luckily, there was still enough room to hover taxi to another takeoff spot. What an industrious way for the Japanese to tell the Air Force crew that they were welcome to stay.

—Or how about the H-3 that landed in Georgia? The airplane was going into a remote site so the pilots asked PJs on the ground to pop a smoke grenade. The PJs did so, and then after a short while started to run away from the site. As the pilots came to a stop in the LZ they received a nasty surprise. The smoke grenade was in fact a CS grenade and the cockpit filled with tear gas. That's almost as bad as peeling onions.

—How about the H-1 that landed in Ohio? The Huey came to a stop in a very well prepared remote site, but couldn't find the ground party. After approximately one minute, they discovered why. A skunk had been hiding near the LZ and the helicopter was making it nervous. Luckily, the downwash kept most of the spray away from the helicopter, but for some reason it received the worst parking spot for awhile.

As you can see, the landing zone itself has numerous hazards. Besides, wasn't it Confucius, or maybe just a wise old safety officer, who said: "He who relaxes just because the airplane is on the ground is asking for trouble."

ALCOHOL—

ITS RESIDUAL EFFECT

. . . may be worse than you think.

Dear Sammy,

I'm glad to hear you're interested in preparing a presentation regarding the residual effects of alcohol on crewmembers for your squadron's August flight safety meeting. This subject receives far too little attention. Most of us believe that as long as we comply with the letter of the law regarding alcohol consumption and flying, we have nothing to worry about. This, unfortunately, is not true.

I'm happy to provide you with an article I've researched for publication in *The MAC Flyer.* Maybe it will give you some ideas for your presentation. Let me know how it goes.

Sincerely,

Brad MacKenzie

"Can't beat it!" intoned Capt. Barbara Bently.

"Can't beat what?" retorted Maj. Jim Mathias, Barb's AC.

"The good food and excellent German beer you get here. Nothing like the brew in the States. And just think, we've got 24 of the next 36 hours to take advantage of it!"

Jim couldn't fault his less-experienced counterpart for wanting to "unwind." After all, they'd been out in the system now for over ten days and were about due for some decent R & R. Though Bright Star was a good learning experience, there wasn't much to do or time to do it at Cairo West. Why not blow off a little steam at Rhein Main. What could it hurt?

"Yea, Barb, sure. The pils are great but you haven't had anything until you chase it down with some of this hard apple cider."

The sticky, thick sweetness mixed with the unmistakable bite of the beer produced a flavor which really didn't mix very well, but it was traditional; you know, sort of like a burger and fries. Well, one drink led to another, and before long both crewmembers were "feeling no pain." Dinner consisted of bar snacks and a few more pils. Finally, at 2000 hours, Jim glanced at his watch and told his copilot it was time to call it an evening. Major Mathias knew the rules. They had a brief time of 0800 hours the following day with takeoff at 1000. Being the cautious individual he was, Jim directed his crew to refrain from alcohol two hours earlier than required by the "books"—no one would be able to question the "legality" of Jim's crew as far as alcohol was concerned.

The AC and his copilot made their way out of the club and began the walk back to the hotel. Neither was in any condition to drive. After reaching the hotel, Jim bade his copilot good night and the two retired to their respective rooms to crew rest. After downing a couple of extra-strength pain relievers, Jim poured himself into the bed and in a flash was "dead to the world."

Seven o'clock seemed to come awfully early. Even the pleasant voice on the other end of the wake-up call couldn't ease the pain of "the morning after." Jim Mathias' mouth was dry as the desert he'd just returned from, and as he lifted his head off the pillow, he felt a slow, methodical throbbing in his head.

"You know," he said out loud, as if talking to someone, "I'm getting too old for this kind of thing. I guess I just can't hoot with the owls the way I used to. I wonder how Barb survived?" After taking a shower and packing his bags, he gave Barb a call. Captain Bently sounded a little haggard, but all in all, not *that* worse for wear.

Jim began to feel a little bet-

ter as he rode the elevator to the first floor. After checking out of his room, he headed for the coffee shop. He was looking forward to his normal morning cup of coffee more than usual. Barb Bently was sitting in one of the booths, downing her second cup of java when Jim walked in.

"Do you feel as bad as you look, Barb?" an innocent question Jim thought.

"Thanks a lot!" was her reply.

"I mean, eh, oh never mind. How's the coffee?"

"Great! Couldn't ask for anything better, except maybe for a couple of whiffs of 100 percent oxygen. You know, Major, I sure am glad we stopped drinking when we did last night. I hate to think of what I'd feel like on today's flight if we hadn't."

"That's the reason the Air Force has rules about alcohol and flying. They keep us out of trouble. Anyway, let's press. I'm anxious to get home and frankly, I don't know if I could handle another night like *last* night. I'm getting too old for it."

"You certainly are!" quipped the captain.

With that, the two pilots paid their bill, gathered their bags, and caught the crew bus for the command post.

"You gotta be kidding me, Captain." Jim Mathias was now glaring at the command post controller. "We're *supposed* to be INS direct back to the east coast today! Now you're telling me we have to reposition to the U.K and *wait* two days for some 'sensitive' cargo? For cry'n out loud, our FSRT is today!"

"But Major. . . ." began the controller.

"Yeah, yeah, I know. *That's* been waived. Okay. Barb, no sense try'n to fight city hall. We have some quick flight planning to do."

Both aviators experienced a "sinking spell" as they made their way to the flight planning room at base operations. Luckily, the divert was an easy one to plan and would only require a short flight across the Channel. After filing their flight plan and a quick review of NOTAMs, Major Mathias and Captain Bently stopped by the snack bar, grabbed a soda, and left for the aircraft.

Jim was immediately impressed with the job the loadmasters and the flight engineers had done preparing for the mission. Everything was ready and after a quick mission briefing update the Starlifter was ready to go. With wheels in the well, Jim settled back.

"Copilot's airplane. I'm going aft to relieve myself of some of that coffee we had this morning."

"Right, copilot's airplane," replied Barb Bently.

Barb sat up in her seat a little taller than normal and made an extra effort to ensure her eyes were wide open. She knew she wasn't quite up to speed and secretly wished she hadn't imbibed quite so much the night before, though she would never have admitted it. After all, it had been tough enough for her to break into the world of aviation and, she reasoned, admitting she wasn't up to the task of "keeping up with the guys" wouldn't help her efforts.

The hum of the engines combined with the heat generated by the sun's greenhouse effect through the cockpit windows produced a sickening feeling in the pit of Captain Bently's stomach. She didn't know how much more of this she could take. Oh no, she thought, *please* don't let me throw up! That would be the ultimate humiliation.

"Back with you, Co." Jim's words arrived just in time.

"Mind if I take a break too?" Barb intoned, feigning her most casual manner.

"Sure, I've got the controls."

After about fifteen minutes Barb Bently returned to the cockpit, looking a little pale, but obviously relieved. The remainder of the flight was routine until the gear down check during final approach. That's when the nose gear indicator failed to provide a down and locked indication.

"I don't need this today," Jim commiserated. "Let's run the checklist and, scanner, position yourself for a visual gear check."

Jim informed approach control he wanted to break off the approach to troubleshoot a minor problem. Approach responded appropriately to his request and issued a clearance to the holding fix. When Approach queried Jim about the nature of his problem, Jim replied he would get back to them later.

Troubleshooting indicated the problem was probably electrical. The scanner reported the gear was down but was unable to verify if it was extended below the down lock. Major Mathias dispatched Barb to double check the gear, but she too was unable to determine if the gear was locked.

Jim thought for a minute. It's a hundred to one chance the gear

isn't locked, and besides, we're going to have to land eventually one way or the other. About this time Barb returned to the cockpit.

"Copilot, contact Approach and tell them we're ready for the ILS 19, full stop."

Five minutes later, Major Jim Mathias' C-141 touched down. The nose wheel failed shortly thereafter causing remarkably little damage. However, Jim was mystified as to why it took so long for fire trucks to arrive on-scene. His copilot finally reminded him he failed to declare an in-flight emergency—a rookie mistake that could have had disastrous consequences. Oh well, thought Jim as he inspected his crippled Starlifter, all's well that ends well—that is, of course, until the entire crew was questioned by their commander about their eating and drinking habits as a part of his investigation.

The pilot's answers certainly didn't improve their image in his eyes; words like unprofessional, undisciplined, and stupid didn't improve their image in their own eyes, either.

Though fictitious, this account gives us opportunity to reflect on one of the less-talked about effects of alcohol abuse—the residual effects of alcohol, more commonly referred to as "hangover." In recent years, there has been a media blitz informing us of the effects of drinking and driving. However, if we assume flight crewmembers are basically trustworthy and abide by rules regarding minimum times from bottle to throttle (or report time), the more important question for aviators centers around the *residual* effects of over-imbibing. With this in mind, let's take a look at three common hangover symptoms and their effect on performance.

Headache. Probably the most common and easily identifiable of all hangover symptoms. This symptom occurs because alcohol is toxic to brain tissues (reference the old joke "How many brain cells did ya kill last night, Bub?") and directly irritates the meninges. This results in cerebral swelling and pain. Alcohol also causes irritation and bleeding of the stomach lining. Those "extra-strength pain relievers" can do the same thing. Put the two together and you can end up with a first class stomach ache. Nausea anyone?

Alcohol's other potential ill-effects on crewmembers include reduced attention span and mental lethargy. In our example you begin to understand why Jim may have "forgotten" to declare an emergency and Barb didn't catch the error. Dehydration, discussed below, can cause headaches as well. Also Jim's ability to deal with the emergency may have been diminished given the fatigue level of both crewmembers *prior* to their night on the town.

Fatigue. Fatigue may result from a number of causes, but perhaps two of the most common are dehydration and sleep deprivation.

- Alcohol, like caffeine, is a diuretic; that is, it is an agent which promotes fluid loss by inhibiting production of antidiurectic hormone (ADH). This happens because alcohol forces our kidneys to produce urine with very high water content. While your body is processing the booze you consumed the night before, it is dehydrating. Needless to say, attempts to rehydrate with alcoholic beverages are counterproductive.
- In our example, this dehydration was made manifest by Jim's "dry mouth." Additionally, both Major Mathias and Captain Bently tried to *rehydrate* using *diuretic* liquids—coffee and caffeinated soda. Eating an acceptable breakfast (no greasy eggs and sausage) with some appropriate liquids such as juice and milk would have helped them avoid the "sinking spell" that hit them in flight.
- Fatigue caused by sleep deprivation may not have anything to do with the *amount* of sleep; rather *quality* of sleep is the question. Research has proven that the deep, quality sleep characterized by rapid eye movement (REM) is reduced after even moderate alcohol consumption.

Chemical Imbalance. Alcohol also causes your body's chemical balance (PH factor) to become acidic. An acid PH slows your reaction times and thought processes, sometimes resulting in mental confusion.

Well, I said I would only address the residual effects associated with "having a few too many"—and so I have; but I must close by addressing how long it takes your body to metabolize (i.e. burn up) alcohol. Since the body metabolizes alcohol at a rate of about one-third ounce per hour, the crew in our story may have still had trace amounts of alcohol in their blood during their flight. It all depends on an individual's ability to metabolize alcohol. The greater the demand (amount of alcohol) you place on your liver, the longer the liver will take to process it.

Alcohol is a legal drug, and in our society we are allowed to consume alcohol if we so choose. However, the legal and moral obligations we incur as a result of our chosen career demand we be knowledgeable of alcohol's effect on our job performance and moderate our behavior accordingly. *There is no other choice.*

ROLL O

As of 30 Septem

MAC UNIT MISHAP-FREE FLYING-HOUR MILESTONE AWARD

800,000 HOURS
76 MAS

600,000 HOURS
1 MAS
6 MAS
14 MAS

500,000 HOURS
63 MAW

460,000 HOURS
3 MAS

450,000 HOURS
4 MAS

400,000 HOURS
86 MAS
137 TAW (ANG)

350,000 HOURS
53 MAS
89 MAW

300,000 HOURS
136 TAW (ANG)

250,000 HOURS
11 AAS
62 MAW
403 RWRW (AFRES)
437 MAW
438 MAW
445 MAW (Assoc)
459 TAW (AFRES)

220,000 HOURS
9 MAS

200,000 HOURS
34 TATG
315 MAW (Assoc)
446 MAW (Assoc)
1400 MAS
1401 MAS

180,000 HOURS
115 TAS (ANG)

160,000 HOURS
54 WRS

150,000
15 MAS
21 TAS
36 TAS
436 MAW

140,000 HOURS
55 WRS

120,000 HOURS
1 HS
40 TAS
41 TAS
64 TAS (AFRES)
97 MAS (Assoc)
156 TAS (ANG)
183 TAS (ANG)
185 TAS (ANG)
313 MAS (Assoc)
185 TAS (ANG)
327 TAS (AFRES)

100,000 HOURS
7 MAS
8 MAS
18 MAS
20 MAS
50 TAS
53 WRS
60 MAW
61 TAS
73 AAS
96 TAS (AFRES)
180 TAS (ANG)
193 ECG (ANG)
312 MAS (Assoc)
316 TAG
345 TAS
349 MAW (Assoc)
374 TAW
439 TAW (AFRES)
463 TAW
514 MAW (Assoc)

40 YEARS
64 TAS

30 YEARS
1 MAS
14 MAS
73 AAS (Ass
76 MAS
96 TAS (AFR
183 MAS (AN
193 ECG (ANG
312 MAS
327 TAS (AFR

25 THROU
1 HS
3 MAS
6 MAS
Det 11, 39 AF
Det 5, 40 ARF
Det 18, 40 AF
48 ARRS
97 MAS
137 TAW (AN
156 TAS (AN
167 TAS (AN
180 TAS (AN
185 TAS (AN
187 TAS (AN
301 ARRS (A
303 TAS (AF
305 ARRS (A
313 MAS (As

20 THROU
36 TAS
53 MAS
53 WRS
54 WRS

OF HONOR

eptember 1986

MAC UNIT MISHAP-FREE FLYING YEAR MILESTONE AWARD

RS OR MORE

RS THROUGH 39 YEARS

(Assoc)

AFRES)
(ANG)
ANG)

(AFRES)

OUGH 29 YEARS

9 ARRW
ARRS
0 ARRS
S

(ANG)
(ANG)
(ANG)
(ANG)
(ANG)
(ANG)
S (AFRES)
(AFRES)
S (AFRES)
(Assoc)

OUGH 24 YEARS

55 ARRS
55 WRS
58 MAS
63 TAS (AFRES)
115 TAS (ANG)
130 TAS (ANG)
142 TAS (ANG)
143 TAS (ANG)
144 TAS (ANG)
181 TAS (ANG)
328 TAS (AFRES)
337 TAS (AFRES)
403 RWRW (AFRES)
459 TAW (AFRES)
728 MAS (Assoc)
756 TAS (AFRES)
758 TAS (AFRES)

10 THROUGH 19 YEARS

Det 1, 2 AD
4 MAS
7 SOS
8 SOS
9 MAS
11 AAS
15 MAS
21 TAS
31 ARRS
Det 3, 37 ARRS
Det 5, 37 ARRS
Det 6, 37 ARRS
Det 8, 37 ARRS
Det 9, 37 ARRS
Det 10, 37 ARRS
Det 5, 39 ARRW
Det 4, 40 ARRS
Det 6, 40 ARRS
Det 22, 40 ARRS
40 TAS
41 TAS
50 TAS
55 AAS
56 MAS
61 TAS
63 MAW
Det 9, 67 ARRS
68 MAS (AFRES)
86 MAS
89 MAW
Det 1, 89 MAW
94 TAW (AFRES)
109 TAS (ANG)
129 ARRS (ANG)
133 TAW (ANG)
135 MAS (ANG)
136 TAW (ANG)
137 MAS (ANG)
139 TAS (ANG)
146 TAW (ANG)
155 TAS (ANG)
158 TAS (ANG)
164 TAS (ANG)
300 MAS (Assoc)
301 MAS (Assoc)
302 SOS (AFRES)
304 ARRS (AFRES)
315 MAW (Assoc)
316 TAG
326 MAS (Assoc)
335 MAS (Assoc)
345 TAS
356 TAS (AFRES)
357 TAS (AFRES)
439 TAW (Assoc)
445 MAW (Assoc)
446 MAW (Assoc)
512 MAW (Assoc)
514 MAW (Assoc)
700 TAS (AFRES)
701 MAS (Assoc)
702 MAS (Assoc)
707 MAS (Assoc)
708 MAS (Assoc)
709 MAS (Assoc)
711 SOS (AFRES)
729 MAS (Assoc)
730 MAS (Assoc)
732 MAS (Assoc)
815 WRS (AFRES)
932 AAG (Assoc)
934 ARRG (AFRES)
1400 MAS
Det 1, 1400 MAS
Det 2, 1400 MAS
Det 4, 1400 MAS
1401 MAS
Det 1, 1401 MAS
Det 2, 1401 MAS
Det 3, 1401 MAS
Det 4, 1401 MAS
Det 3, 1402 MAS
Det 4, 1402 MAS

EXERCISE/CONTINGENCY SAFETY

By Lt. Col. Michael G. May and
Capt. Donald L. Rosenberry

There you are—*the* solo "safety" officer assigned to Boondocks, Land of Nowhere, for an exercise (or contingency). Now, this is not all that unusual, FSO. After the usual entertainment (watching flies sweat), work interrupts the fun—an aircraft lands. The aircraft commander calls in over UHF to the ALCE, "Did you get my load message?"
An ALCE person responds, "Negative, go ahead."

The AC continues, "Uh, Roger. We have 300 lbs NEW 1.1 and 50 lbs 1.2 with a little bit of 1.3. I'll have the load check the quantity on the 1.3."

The next thing that happens is the ALCE commander looks at you and asks, "What'd he say?" He means he wants you to explain what those numbers refer to and what he needs to do. This article will explain an area you always assumed would be handled by the explosives/hazardous materials safety manager, ground safety manager, or somebody else. The problem is, you could easily be that someone tagged for short term "remote" explosive/hazardous material safety duty and the scenario described above is well within the realm of possibility. You might be the only safety person around and you need some background in explosives/hazardous cargo and ground safety issues. So, how can you prepare?

Let me direct your attention to some publications that are nice but seldom fondled by FSOs:

AFR 28-3, *USAF OPERATION PLANNING PROCESS:* Safety Planning.

MACR 28-2, *CONTINGENCY PLANNING POLICIES AND PROCEDURES.*

AFR 71-4, *PREPARATION OF HAZARDOUS MATERIALS FOR MILITARY AIR SHIPMENT.*

MACR 55-25, *AIRLIFT CONTROL ELEMENT (ALCE):* ALCE Safety

TO 00-25-172, *GROUND SERVICING OF AIRCRAFT AND STATIC GROUNDING/BONDING:* Fueling, LOX Care and Feeding; etc.

MACR 76-1, VOL I, Atch 1, *ERO FOR C-130 and C-141 AIRCRAFT.*

MACR 55-23 Atch 1, *CRASH FIRE RESCUE REQUIREMENTS.*

You might have some of these publications. It's worth the effort to read about things you're expected to know, despite a job description which carefully omits details. When it comes to bare-base operations, everyone else working there is the resident expert on fields even remotely attached to their primary responsibility. Your ability (or lack thereof) to perform under these conditions can directly affect

the outcome of the exercise (contingency). The obvious question is: Can we do anything to swing fortune in our direction? Naturally, we've developed an answer.

Basic to the success of any operation is either luck or good planning. Since lottery odds aren't good enough to warrant risking MAC operations, we'd better be good planners. AFR 28-3 identifies a need for safety planning at all levels, covering all disciplines. This means your safety shop should be involved in development and annual review of OPLANS and other contingency plans. Take a look at how specific Air Force gets in paragraph 21-3b of this compendium. Lending your "safety" point of view and expertise during development of these plans may save you or your replacement (no threat intended) a lot of grief.

Next, put together a notebook or kit you can take with you as a guide for dealing with strange subjects, such as explosives/hazardous cargo and ground safety. There are some fine products developed by various MAC units which you can have just by asking. Two examples are: Explosives/Hazardous Cargo Guide, and Tactical-Contingency-Mobility Checklists, prepared by the Charleston folks for explosives/hazardous cargo; and the Supervisor's Safety Guide published by several units, one of which is 463 TAW, Dyess AFB, Texas. This guide incorporates a number of ground safety items found in AFOSH Standards, AFR 127-12, and TO 00-25-172. It will serve as a quick guide. Information on solid safety programs and publications is always available in ORI and UEI (formerly MEI) reports maintained by your wing crosstell monitor. A good idea is to study these products. You can use both laudatory and discrepancy indications from these reports to strengthen your program with ideas, spot inspection checklist entries, and insights into applying procedures. They can be good tools. Another helpful guide you might need is the Department of Transportation Publication (DOTP) 5800.3. Talk to your explosives/hazardous materials safety manager to examine this very simple, clear, helpful book. HQ MAC safety is preparing a guide for safety officers during deployments. It will add useful information to your kit and enable you to better tackle the broad requirements of a deployed safety officer.

One more step in your preparations involves a safety education program for ALCE personnel. In the absence of deployed safety personnel, MACR 55-25 states an ALCE cadre member should serve as the safety officer or NCO. He or she can only do this if they have had some training. Guess who needs to train them! That's right— your safety team. Plus, MACR 55-25 doesn't require ALCEs to have any of the AFR 127 series. Instead, ALCEs without safety personnel are encouraged to contact the parent wing, nearest MAC base, or Air Force Base safety office for assistance. Have you ever flown into a location managed by an ALCE and found ALCE communications link with the outside world weren't what you or they would classify as "golden?" The point is, we need to impart some "basics" to the ALCE additional duty safety member. A guide on mishap investigation initial actions is really essential. Pope AFB has a very thorough checklist for interim board presidents that would serve your ALCEs very well. Give them a call and for a very small fee, we're sure they'll have one on the way to you.

We've planned and prepared; now it's time to go do it. Chapter 9 of MACR 28-2 has a good philosophy on which to base your "oversight" activities: *"Particularly significant is the avoidance of shortcuts and procedural deviations which may seem justified under the pressure of the mission."* You need to read the whole two-page chapter, but that line really pinpoints your job. We've included an outline *you can modify* to serve your unit's needs in the field. Each segment of the operation is mentioned and items listed are a good reminder to avoid missing important actions. Equipped with a solid background in flight safety, familiarity with and a checklist in related safety areas, and a prepared ALCE, you and your unit should be very effective in protecting people and equipment from needless mishaps. In a war, mishap attrition could mean the difference between winning and losing, especially when the opposition has an advantage in numbers from the outset. As we conclude this article, remember, you, the FSOs, are not trained experts in ground or explosives safety, or nuclear surety. However, you may be the only "expert" on the block. Following these helpful hints, you can contribute to safe MAC exercise and contingency operations. This could apply equally to an alternate FSO, too. If you can't be at all the exercises in which your wing participates (and who can), there's no reason you can't designate another steely-eyed crewmember as exercise safety representative; we've seen it work very well. The neat thing is that safety isn't prejudiced, anyone who can read can be a safety representative; after all, most of this is common sense applied to exercise/contingency-unique information.

"FSO Exercise/Contingency Checklist"

PREDEPARTURE ACTIONS:

1. Determine what ALCE will operate at the location you deploy to.
   a. Contact ALCE and let them know of your anticipated dates of arrival and coverage.

b. Attempt to arrange mutual transportation and billeting with the ALCE.

2. Study the deployed location(s).

a. Obtain diagrams and/or pictures to determine potential hazards. Pay particular attention to explosives cargo marshalling areas. Are appropriate safety clear zones met? Where are the explosives transportation routes, hot spots, and explosives clear zones?

b. Review applicable publications on the location(s), i.e. IFR supplement, NAF airfield restrictions, FLIP, etc.

3. Review OPORD. Check for any explosives safety waivers/exemptions.

4. Refresh your memory with AFR 28-3, AFR 28-4, MACR 28-2, and TO 00-25-172. Review the requirements in paragraph 1-8, AFR 127-100.

INITIAL ARRIVAL ACTIONS

1. Determine firefighting, medical and crash response at your location. Ensure the ALCE commander is fully aware of crash response.

2. Physically inspect the entire airfield. Check for unplanned hazards (i.e. new construction, etc).

3. Ensure refueling sites have proper grounding points (see TO 00-25-172).

4. Coordinate parking and marshalling plan with the ALCE commander, maintenance, and aerial port personnel. Develop vehicle flow plan and publicize.

5. Give initial safety briefing to all deployed personnel. Ensure they know of hazards at the location and how to report potential hazards. Use the briefing to stress seatbelt usage, chocks, hearing protection, driving around aircraft, etc.

6. After completing initial actions: review aircraft ground movement, up and down loading, explosives handling, and refueling plans. Give the ALCE commander a proposed itinerary of your planned daily actions.

DAILY OPERATING ACTIONS

1. Frequently drive on the flightline to observe all operations. Take care of any immediate safety violations (for example, no chocks being used on a vehicle).

2. Make sure you vary your schedule to view both day and night operations. View as many EROs as possible. ERO of explosives is not a normal operation. Has approval for explosives ERO been granted?

3. Obtain various aircrew opinions on taxiing, marshalling, parking, up/down loading, and refueling operations.

4. Ensure senior ALCE personnel are aware of deficiencies you've found. Significant findings that could impact other locations should be identified to the COMALF safety officer.

FLIGHTLINE OPERATIONS

1. View EROs, refueling, on and off loads.

2. Watch marshalling operations.

3. Look for any FOD hazards and insure ALCE personnel have and use reflective belts, chocks, and lights.

4. Observe the adequacy of the parking plan.

5. Discovered deficiencies should be corrected and/or brought to the attention of the senior ALCE representative.

6. Where and when you view operations should be planned to give you a picture of the entire operation. Remember, you're the ALCE commander's eyes on what's happening.

7. Is appropriate firefighting equipment available?

REDEPLOYMENT ACTIONS

1. If you depart the location prior to the ALCE, ensure your travel arrangements have been pre-coordinated.

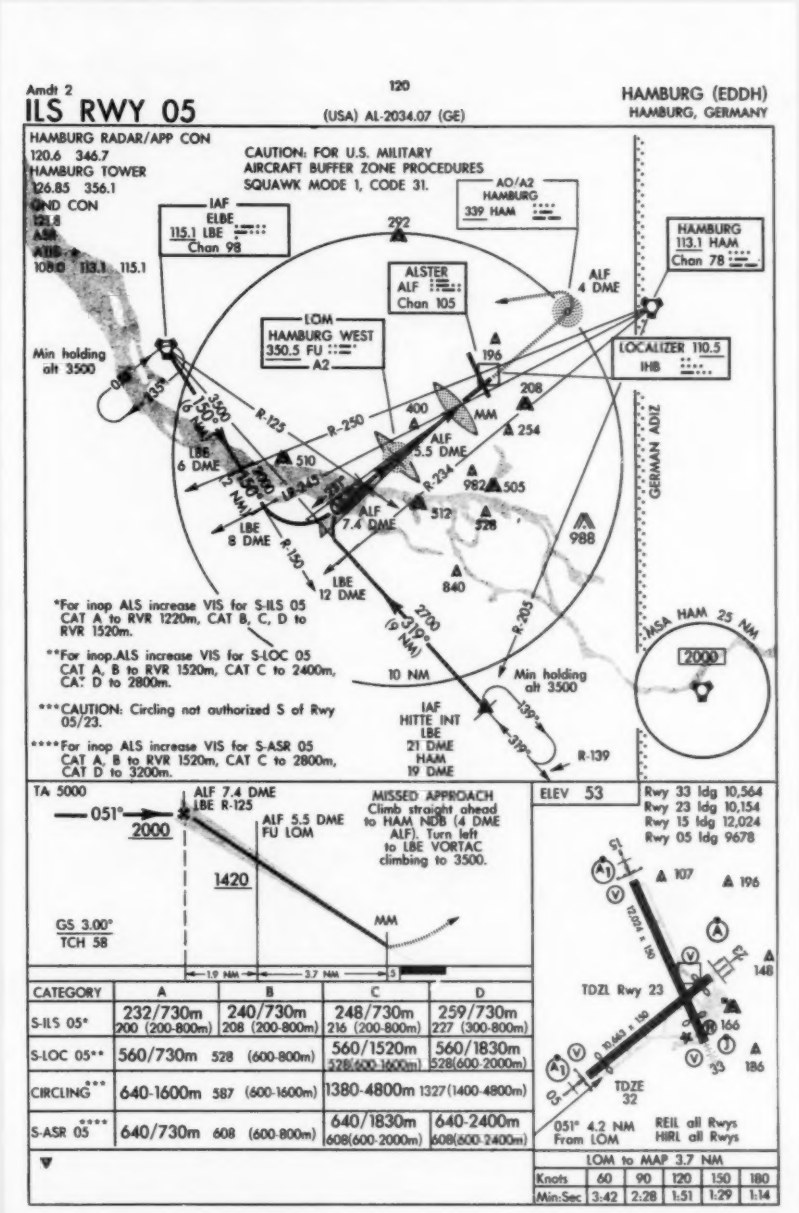
2. Give the ALCE commander a rough draft of your "After Action Report." He will need your input for his report.

3. If another safety officer replaces you, leave the ALCE commander a copy of what you found (both good and bad). This will help the safety officer plan his activities and identify any recurring trends.

4. After returning home, send your "After Action Report" to the NAF within 5 working days. If you need an extension, call them.

TMF INSTRUMENT QUIZ

Well, we're off to the land of "brats" and schnitzel. Only this time it's a little off the beaten path as we head to the northern German city of Hamburg to pick up a very special (and heavy) load. Weather for destination is forecast as ceiling 300 feet, visibility 1350 meters, and winds 010 at 15 knots. Grab your Low Altitude European Volume 1, page 120, and let's strap in and get moving. You're Category D, by the way.



CATEGORY	A	B	C	D
S-ILS 05*	232/730m 200 (200-800m)	240/730m 208 (200-800m)	248/730m 216 (200-800m)	259/730m 227 (300-800m)
S-LOC 05**	560/730m 528 (600-800m)		560/1520m 528(600-1600m)	560/1830m 528(600-2000m)
CIRCLING***	640-1600m 587 (600-1600m)		1380-4800m 1327(1400-4800m)	
S-ASR 05****	640/730m 608 (600-800m)		640/1830m 608(600-2000m)	640-2400m 608(600-2400m)

1. Whoa! Wait a minute! Before you crank those turbo fans/props there's one thing you need to do. Which is it?

a. Check your zipper.

b. Check your checkbook for TDYFA (TDY Funds Available).

c. Check your crew's USAFE Buffer Zone currency.

2. Now that you've taken care of that not-so-minor detail, let's assume you've had a leisurely flight across the pond and find yourself beginning the ILS Runway 05 approach from Elbe VORTAC. Approach Control instructs you to maintain 150 knots to the outer marker. Being an ultra-precise pilot, you compute the time it will take to fly from LBE to the lead radial as a backup. What's the answer (assuming no wind)?

a. 3 min. 12 sec.

b. 3 min. 36 sec.

c. 1 min. 29 sec.

3. You've intercepted course and the glidepath. All the needles are dead center and you're beginning to think you've got this one wired when Approach calls and tells you the ALS just went inop. What do you do?

a. So what? I'm pressin' on!

b. Go "missed approach." The weather isn't good enough to continue.

c. You're slow enough to fit in Category C, so use Cat C mins and land.

4. This time, let's assume you're just over the LOM and Tower tells you to circle to Runway 23. The weather is above circling mins. What should you do to circle to land?

a. Make a right turn for a left downwind to Runway 23.

b. Circle left for a right downwind to Runway 23.

5. What's the minimum altitude you can fly between LBE and the final approach course.

a. 3,500 ft.

b. 2,700 ft.

c. 2,000 ft.

6. What bearing to the station can you expect with ALF selected and displayed on your RMI while flying the ILS Runway 05 approach?

a. 051°.

b. 231°.

c. 049°.

d. None.

7. In what position should the Voice-CW/BFO switch be to tune HAM or FU to hear the tone for tuning and to hear the identifier?

	Tone HAM/FU	Identifier HAM/FU
a.	Voice/CW	Voice/Voice
b.	CW/Voice	Voice/CW
c.	CW/Voice	Voice/Voice
d.	Voice/CW	CW/Voice

8. You've finally broken out on final and have the field in sight. What airfield lighting do you expect to see?

a. ALS with sequenced flashing lights, REIL, HIRL, centerline.

b. ALS with sequenced flashing lights, REIL, HIRL, centerline, standard VASI.

c. ALS with sequenced flashing lights, REIL, HIRL, centerline, jumbo aircraft VASI.

9. How much runway can't you use when landing on Runway 05?

a. 985 ft.

b. 476 ft.

c. 2,346 ft.

d. 876 ft.

10. You've finally made it on the ground and gotten loaded in swift order. However, the engineer just said you may have a problem with obstacle clearance. With your airplane near max gross weight, you naturally are quite concerned. Based on information presented in FLIP Terminal, what obstacles could he be talking about? You'll be departing on Runway 33. No multiple choice on this one.

Well, we hope you had a good time with our little quiz. There's always something new and different you can dig out of something as simple as an approach plate. Fly safe!

Answers

1. c.
2. a.
3. b. Reference the note *.
4. b. Reference the note ***.
5. c.
6. d.
7. c. Reference European Enroute Sup.
8. b.
9. a.
10. Trees near end of runway. Ref. ▲

AIRLIFT RODEO 1987

By Maj. Thomas C. Weinzierl
Supervising Editor

"The Airlift Rodeo gets bigger and better each year."

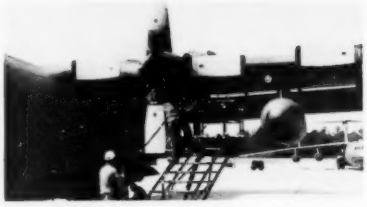
With those words Gen. Duane H. Cassidy, Commander in Chief, Military Airlift Command, kicked off Airlift Rodeo '87.

Airlift Rodeo is an annual exercise/competition sponsored by MAC. The Rodeo allows participants the opportunity to exchange information, techniques, and procedures as well as a chance to display their aerial prowess in a spirited competition.

Accepting the Rodeo challenge this year were 50 teams from MAC active duty, Air National Guard, Air Force Reserve, U.S. Marine Corps and foreign

Top: The Air Force's TOPS IN BLUE wowing the crowd during closing ceremonies. Left: President Ronald R. Reagan and Bob Hope greet the crowd. Lower Right: Airlift Rodeo 87 Cowboys and Cowgirls.

Top left: Posting the final scores. Top and middle center: Maintenance inspectors check *everything*. Lower center: A CDS bundle on the way out. Lower left: Rodeo's "nail-biter" event, the ERO. Above: Putting the troops "on time, on target."



teams from Australia, Brazil, Canada, Germany, Italy, Israel, Morocco, Portugal and the United Kingdom. Observers from Chile, Denmark, Egypt, France, Greece, Jordan, Norway, Republic of Korea, Singapore, Thailand, United Arab Emirates, and Venezuela were on hand to watch the week's events in anticipation of their future participation.

No competition is complete without ceremony and hoopla. The opening ceremonies and other festivities lived up to the promise of the "biggest and best Rodeo ever." Bob Hope was on hand with a bevy of other Hollywood luminaries to tape "Bob Hope's High Flying Birthday Extravaganza." Accompanying Mr. Hope were his wife Delores, comediennes Lucille Ball and Phyllis Diller, actresses Brooke Shields and Phylicia Rashad, actors Don Johnson, Emmanuel Lewis and Kirk Cameron, singers Barbara Mandrel, Glen Campbell, and the band Alabama. Also making an appearance was an old friend and colleague of Bob's, who's now pursuing a different career. President Ronald Reagan dropped in to wish Bob a Happy Birthday and express his appreciation to all military members for their service and dedication as he said, "Nothing in this job I have has made me more proud than these men and women in uniform. Believe me Bob, they are the finest we've ever had."

New Events.

The term "the finest" is what Airlift Rodeo is all about. With events including Aircrew, Maintenance, Combat Control Team, Security Police, and Aerial Port, the Rodeo tests competitors across the spectrum of airlift operations. That spectrum widened this year with the addition of new events in each competition category.

Left: A CDS bundle from a soldier point of view. Top center: Combat patrol—Kill or be killed. Bottom center: The slide for life—"How cold's the water today?" Above: "We did it!"

A spot landing event was incorporated as a new C-141 contest; maintenance daily observations increased to four; combat control teams competed in three new events; security police added combat markmanship; and the combat endurance course added for certain logistics team members.

For the C-141 spot landing event, comparable to C-130 assault landings, the optimum touchdown point is 1,000 ft down the runway. Crews received 500 points for a touchdown precisely abeam the 1,000-foot marker. Two points per foot were deducted up to 200 ft either side of the optimum touchdown point. Penalty points were deducted for bounces, crew-initiated go-arounds, bad approaches, poor airspeed control, and spiking—abruptly slamming down an airplane.

Another significant change is the increase in daily maintenance observations. "This recognizes an activity maintenance people perform and raises their potential point contribution toward Best Overall Wing," said Maj. Edward M. Cook, Airlift Rodeo assistant project officer. The potential maintenance contribution rose from 1,350 (20 percent) of 6,690 potential points to 1,880 (25 percent) of 7,140 potential points.

The three new events incorporated into the combat control team were drop zone establishment, combat leadership, and tactical overland infiltration.

"On the high-altitude, low-opening drop zone establishment, teams using ram-air parachutes execute a military free-fall employment and establish a drop zone," said Major Cook.

In the combat leadership course, teams demonstrate their leadership and followership skills and physical capabilities by running an obstacle course, as a team, with their equipment.

"In the tactical overland infiltration," said Major Cook, "each team fires at human and mechanical targets using MILES—Multiple Integrated Laser Engagement System. They also demonstrate tactical abilities and proficiency with a compass as the team navigates from point to point, while risking fire from snipers."

The MILES system gives airmen one of the most realistic training scenarios possible without using real bullets. The system's two primary components are a transmitter on the end of an M-16 rifle, and a receiver consisting of a vest and helmet. When a blank cartridge fires, the transmitter emits a laser beam which sets off a steady tone when it strikes within a few inches of laser sensors on a receiver vest and helmet. A nine-volt battery powers the system.

In the security police combat markmanship event, each team demonstrates markmanship skills by firing live rounds at pop-up targets as the team assaults an objective over rugged terrain.

Also new this year, the combat endurance course challenged airmen competing in "Best Joint Airborne Inspection."

Of course, overriding the events, the competitors, and all

Top: The German team—Best Overall Wing
Bottom: The Italian team claims Best C-130 Maintenance title.

the hoopla is the objective of Airlift Rodeo—perfecting the ability to project forces wherever needed.

During his visit to the Rodeo, Secretary of the Air Force Edward C. "Pete" Aldridge put the role of airlift and the Rodeo in perspective.

"As you know, airlift is an essential part of our nation's deterrence posture. The ability to take forces rapidly anywhere in the world through airlift adds as much to deterrence as strategic or tactical forces.

"Exercises are an essential part of our capability .... We need these kinds of exercises to show ourselves and the world what kind of capabilities we and our allies have. And we're very proud that our allies are participating with us in this rodeo. I think the free world benefits from it."

We at *TMF* can only echo Secretary Aldridge's words. Once again, everyone at Airlift Rodeo proved they were truly "The Best of the Best."

The Winners

William G. Moore Trophy for best wing—62nd Air Transport Wing, Wunstorf, Federal Republic of Germany.

Best C-141 Aircrew—437 MAW, Charleston AFB, SC.

Best C-141 Maintenance—445 MAW (Assoc), Norton AFB, CA.

Best C-141 ERO—438 MAW, McGuire AFB, NJ.

Best C-141 Spot Landing—443 MAW, Altus AFB, OK.

Best C-130 Aircrew—314 TAW, Little Rock AFB, AR.

Best C-130 Maintenance—46th Aerobrigata, Pisa, Italy.

Best C-130 ERO—70 SQDN, RAF Lyneham, England.

Best C-130 Assault Landing—176 TAG, Kulis ANGB, AK. (representing 146 TAW (ANG), Van Nuys Aprt, CA).

Best Combat Control Team—23 AF Red Team.

Best Security Police—463 TAW, Dyess AFB, TX (represented by 96th Security Police Squadron, Strategic Air Command).

Best Joint Airborne Inspection—314 TAW, Little Rock AFB, AR.

Best Aerial Port Combat Endurance Course—317 TAW, Pope AFB, NC.

Best Allied Team—62nd Air Transport Wing, Wunstorf, Federal Republic of Germany.

Excellence In Airmanship

Left to Right: Capt. William C. Hobbs, Pilot; MSgt. Roland M. Denbow, Flight Engineer; 2nd. Lt. Stephen A. Holmes, Copilot; TSgt. George R. White, Loadmaster; and Capt. Jeffrey C. Golden, Navigator.

Capt. William C. Hobbs and Crew, 36 TAS, exhibited exceptional airmanship and professional skill while responding to a C-130 emergency on 21 Jan 1987. Captain Hobbs and crew were participating in airland operations into Kodiak, Alaska, as part of Operation BRIM FROST '87. Twenty minutes after landing on a slush covered runway for a quick engine running onload of army troops and cargo, the crew taxied the aircraft out and began takeoff roll. Shortly after refusal speed, the crew noted a severe overspeed and loss of thrust on number 3 engine. Captain Hobbs continued takeoff and used the entire runway length to obtain takeoff speed. The aircraft was climbing over water, passing 400 ft when number 4, followed shortly by number 2, failed. The copilot, 2nd. Lt. Stephen A. Holmes called out airspeeds while Capt. Jeffrey C. Golden, the navigator, provided obstacle clearance vectors around numerous islands in front of the aircraft. TSgt. George R. White notified the army unit commander of the possibility of an emergency evacuation. In the meantime, MSgt. Roland M. Denbow identified the problem as syncrophaser related, located the correct circuit breaker, and pulled it to restore power to the three malfunctioning engines. At less than 200 ft above the ocean, Captain Hobbs was able to pull the aircraft out of the sinking glide and accelerate. Sergeants Denbow and White investigated under the flight deck and discovered a chunk of ice, thrown by the nose gear, had damaged the area adjoining the instrumentation racks. Water and slush penetrated and shorted out the syncrophaser and caused the power loss. The emergency occured in less than 30 seconds. Captain Hobbs' warning to other departing C-130s enabled another crew to identify similar damage. The thorough systems knowledge of their airplane and superior airmanship displayed by Captain Hobbs and crew prevented a possible loss of lives and aircraft. We at *TMF* extend our congratulations for a job well done.

QUICKSTOPPERS

SOME DAYS IT DOESN'T PAY TO GET OUT OF BED!

The copilot of this C-130E was resting in the top crew bunk awaiting his tactical low level evaluation (amazing how some people can sleep before a check ride, isn't it?). When the copilot made his move off the bunk, his forehead and an overhead light toggle switch collided. The result of this unfortunate meeting was a laceration on the copilot's head that produced a large amount of blood. The instructor navigator administered first aid and the pilot diverted to home drome. After an uneventful landing, the local flight surgeon took care of the copilot's aching head and released him to fly the following day. I guess there's just no way to avoid a check ride.

SOMETHING SMELLS FUNNY HERE!

The H-3 crew thought everything was "ops-normal" as they proceeded enroute to their water hoist training area, when the copilot noticed an odor similar to that of lacquer. Shortly thereafter, the instructor pilot and flight engineer also smelled this fragrance and initiated the Smoke and Fumes Elimination Checklist and headed back to the "barn." The flight engineer noticed a number 2 transformer-rectifier circuit breaker had popped and informed the instructor. The IP directed the circuit breaker reset. The short trip home was uneventful; however, just prior to landing, the crew became light-headed and dizzy.

Immediately after landing the IP and FE experienced tingling and numbness in their fingers and arms. All three crewmembers were immediately taken to the hospital for observation and subsequently released. Close scrutiny revealed a burned-out landing light relay due a short-circuit.

PLEASE DEER, NOT TODAY . . .

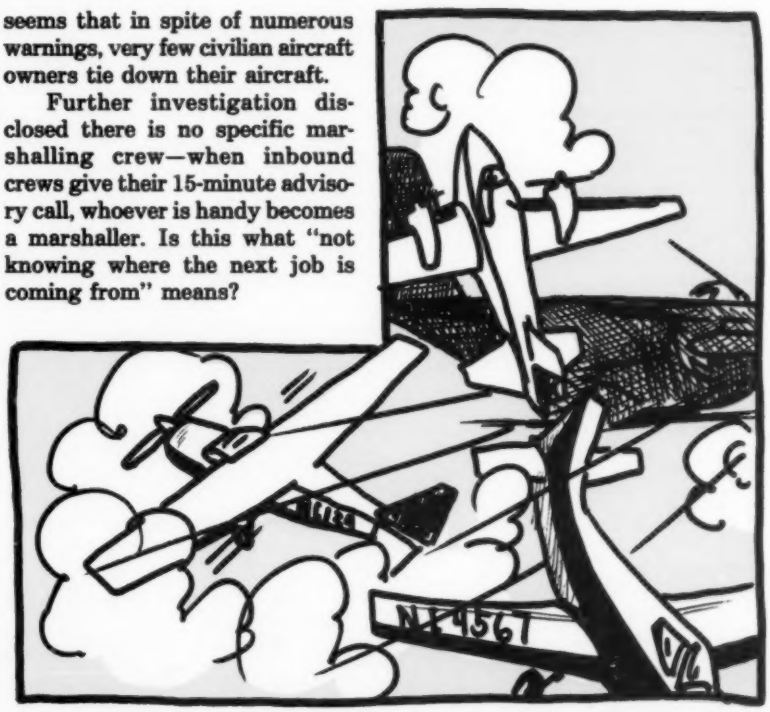
This Piper Arrow was landing at an uncontrolled airfield. At an altitude of about 5 ft the instructor noticed a deer near the right wingtip; thought nothing of it; then heard and felt a thump he attributed to landing. Everything was operational until the next day when they noticed damage to the right flap. The aircraft apparently slid over the deer just outboard of the right main gear. Damage was slight; the deer, never found, is probably still running.

WHO WANTS THE JOB?

During back taxi at this sunny vacation spot, the C-130 was cleared to park next to its British counterpart with the assistance of three marshallers. The ramp was congested with civilian aircraft and a Navy UC27 in addition to the RAF aircraft. The aircrew followed instructions for a 90 degree left turn to enter the ramp followed by a right turn to park on the right side of the Union Jack aircraft. They made the turn slowly with the outboard engines in low speed ground idle and the inboards at ground idle.

Lo and behold, at about 120 degrees into his 180-degree turn, the loadmaster noticed a Cessna 150 as it was blown over on its left wing tip, and quickly told the pilot to stop. The Cessna righted itself as soon the aircraft shutdown. Upon investigation, our alert aircraft commander noticed several civil aircraft were not secured. It seems that in spite of numerous warnings, very few civilian aircraft owners tie down their aircraft.

Further investigation disclosed there is no specific marshalling crew—when inbound crews give their 15-minute advisory call, whoever is handy becomes a marshaller. Is this what "not knowing where the next job is coming from" means?



THE MAC FLYER OFFICIAL READERSHIP SURVEY

(Please circle for questions 1 - 7)

1 ABOUT HOW MANY ISSUES OF "THE MAC FLYER" HAVE YOU SEEN IN THE PAST 12 MONTHS?

0 1 2 3 4 5 6 7 8 9 10 11 12

2 HOW SOON AFTER PUBLICATION COVER MONTH DO YOU USUALLY SEE EACH ISSUE?

Early same month **Middle same month** **Late same month** **Month after** **Even later**

3 WHERE DO YOU USUALLY GET YOUR COPIES OF "THE MAC FLYER?"

Normal distribution **Work Center** **Another person** **Mail** **Other** *(Stolen, etc.)*

4 HOW MUCH DO YOU FEEL "THE FLYER" HAS INCREASED YOUR SAFETY AWARENESS?

A great deal **Some** **A little** **Not much** **Not Any**

5 ABOUT HOW MUCH OF THE MAGAZINE DO YOU USUALLY READ PER ISSUE?

Cover to cover **75%** **50%** **25%** **One or two articles** **None**

6 HOW DO YOU RATE "THE FLYER'S" OVERALL READABILITY?

Super **Interesting** **Not too interesting** **Dull**

7 HOW DO YOU RATE THE MAGAZINE'S OVERALL APPEARANCE COMPARED TO OTHER SIMILAR TYPE PUBLICATIONS?

Bee-u-tiful **Pleasing** **Okay** **Less than Okay** **Really bad**

8 PLEASE RATE THE FOLLOWING FEATURES AND ARTICLES FOR CONTENT AND FREQUENCY

ITEM	CONTENT (1 = Yuck - 5 = Great)					FREQUENCY		
	1	2	3	4	5	NEED MORE	OK	NEED LESS
TECHNICAL ARTICLES *(Facts, figures, formulas for flying)*								
MISHAP WITH A MORAL *(Feature stories about major mishaps)*								
FICTION FEATURES *(Selling safety with imagination)*								
CARTOON / TOUCH'N'GO *(Back cover)*								
BRAD "MAC" MAC KENZIE								
QUICK STOPPERS *(Short mishaps)*								
WRITING CONTEST STORIES								
EXCELLENCE IN AIRMANSHIP *("Atta-crewmembers")*								
GLOBAL NOTES *(Items of interest)*								
AFTER DEADLINES *(Last minute items)*								
OTHER *(You specify)*								

9 MY AIRCREW POSITION IS:

10 TYPE AIRCRAFT QUALIFIED IN:

COMMENTS *(Expletives deleted)*

MAC Form 290, APR 87

87-828091.

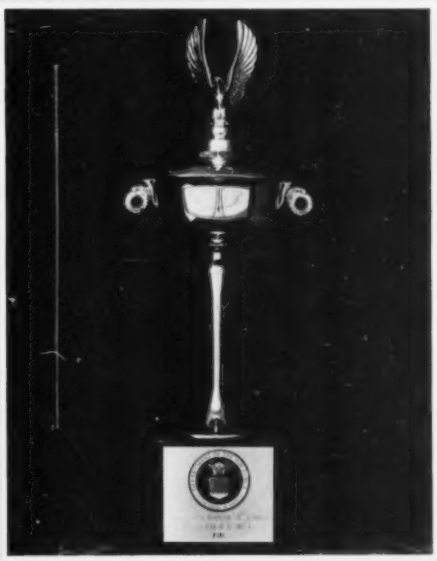
AFTER DEADLINES

SPEAK UP! We always hear about the benefits of "communicating," closing the information loop, talking back, and contributing your ideas about the world we're working in. We at *TMF* have always welcomed and encouraged reader inputs, and are now giving you a chance to speak up. On the preceding page you'll find a Readership Survey Form. If you're not part of a group preselected for this survey, cut the page out, grab a pen and invest fifteen minutes of your precious time to help *your* safety magazine. Think about the various features we've listed—decide which ones you like or don't like, and which ones you never read (if that's possible!). Tell us what you'd like to read more of, or less of, and what changes you'd make. Finally, tell us a little bit (not enough to negate your anonymous status) about yourself so we know what kind of readers we have. Mail the Form to HQ MAC/IGFE, NLT 1 Oct 1987.

A FOND FAREWELL—to Major General James D. Kellim, Military Airlift Command Inspector General and Colonel Richard W. Blatter, Military Airlift Command Director of Safety. General Kellim becomes the new HQ MAC Deputy Chief of Staff for Operations. He's replaced by Brigadier General Floyd E. Hargrove, former Vice Commander of Twenty-Third Air Force. We bid a fond "So long" to General Kellim and extend a very warm welcome to General Hargrove. Colonel Blatter retired 30 June 1987 after 27 loyal years in the United States Air Force. Thank you Colonel Blatter for your outstanding support and dedication to safety and the people in safety. Good luck, Sir.

WE STILL NEED—two rated captains and/or junior majors to fill two vacancies our departing associate editors will create. Both positions are available now. Flight safety experience is a plus; a sense of humor required; modesty is optional. Please contact Major Weinzierl, Supervising Editor, at AV 576-5542/3534.

ANOTHER MAC WINNER—for the second year in a row. One of MAC's finest was selected to receive the 1986 Chief of Staff Individual Safety Award. MSgt. Robert L. Cummings, 313th Aerial Port Squadron, RAF Mildenhall, U.K. was recognized for his personal initiative and leadership which have "produced a unit safety program which has been described as 'second to none' and which has achieved one of the lowest mishap rates in the European Theater." Well done, Sergeant Cummings!



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